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Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.7848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: BATA Oversight Committee

DATE: September 3, 2014

FR: Executive Director

W. I. 1256

RE: San Francisco-Oakland Bay Bridge East Span Project Quarterly Report

With the opening of the new east span of the San Francisco-Oakland Bay Bridge to traffic on September 2, 2013, all seven state-owned toll bridges in the Bay Area have now achieved seismic safety, either via retrofit or replacement of existing structures. We are pleased to report that there was no damage to the structures from the August 24, 2014 Napa earthquake which was the largest earthquake in the region since the Loma Prieta earthquake in 1989.

Over the last few months, the Toll Bridge Program Oversight Committee (TBPOC) received reports on the following items of interest:

- On July 24, 2014 and August 28, 2014, the TBPOC was presented with the preliminary findings of the test results for the A354BD bolts utilized on the new Self-Anchored Suspension bridge span. Those preliminary results were positive and the remaining A354BD bolts exhibit superior material properties and were fabricated and installed differently than the 2008 bolts that broke last year. The bolt review committee has determined that the remaining bolts meet the design requirements of the bridge and are not likely to be a long-term problem as long as the corrosion protection of the bolts is maintained as planned. The TBPOC expects to complete its work on the bolt review in November 2014.
- Our 2<sup>nd</sup> Quarter Progress Report includes a risk management forecast that the 50% probable draw on the overall seismic retrofit program contingency is \$115 million. The potential draw ranges from \$50-180 million. The 50% probable draw exceeds the remaining program contingency balance of \$90 million. The TBPOC is working to identify additional cost-saving strategies to bring the two amounts into better balance.

BATA staff will present additional information on both of these subjects at your committee meeting next week. While the new east span of the Bay Bridge has been opened to traffic for a year, construction activities continue with dismantling of the old span, which includes dismantling and removal of the main cantilever and Yerba Buena Island detour structures. Completion of the permanent bike/pedestrian pathway and eastbound on-ramp at Yerba Buena Island is forecasted for the summer of 2015.

  
Steve Heminger

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